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PHOTOGRAPHIC INTERPRETATION REPORT



BAYKONUR AREA FIELD LAUNCH POINT  
AND A POSSIBLE FIELD LAUNCH POINT, USSR

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PHOTOGRAPHIC INTERPRETATION REPORT

BAYKONUR AREA FIELD LAUNCH POINT  
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JULY 1965

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

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## INTRODUCTION

This report is in response to CIA requirement C-RR4-81,978, requesting a detailed report on the Baykonur Area Field Launch Point (47-22-00N 65-27-40E) and the Possible Field Launch Point at 46-59-40N 70-09-40E, to include a chronological review of construction progress at the 2 points (Figure 1).

## BAYKONUR AREA FIELD LAUNCH POINT

The Baykonur Area Field Launch Point (47-22-00N 65-27-40E), consisting of an airfield, a support area,

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3 field launch positions, an unidentified area, and 4 areas of scarring, is situated 202 nautical miles (nm) west of the Possible Field Launch Point at 46-59-40N 70-09-40E, 128 nm northeast of Tyuratam Missile Test Center, and 299 nm west-northwest of the Sary-Shagan Antimissile Test Center impact area.

The Baykonur area launch point (Figures 2 and 3) is covered by small-scale, generally fair- to poor-quality photography, with interpretation frequently limited by adverse weather conditions and poor imagery. The only large-scale coverage available to date, that of [REDACTED] was largely cloud covered, permitting only meager details on the airfield and the unidentified area. [REDACTED] photography, with snow cover, revealed the

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existence of the airfield, support area, the southern field launch position, and several structures at the other 2 launch positions, and at least 2 areas of scarring. The only construction activity observed from [REDACTED] to [REDACTED] at the airfield occurred during the second half which time the runway was resurfaced, taxiways and an apron were constructed, and several very small structures appeared. On photography of [REDACTED] a medium, straight-wing aircraft was observed and a possible helicopter was noted there on [REDACTED] Activity in the support area from [REDACTED] consisted generally of an increase in facilities and open storage from [REDACTED] and a slight decrease from [REDACTED] No significant change was discernible from that time until [REDACTED] with snow cover, the southern field launch position appeared to be the only 1 of the 3 developed. Revertments at this launch position did not appear to have changed from [REDACTED] through coverage of [REDACTED] but the position generally is now inactive and has deteriorated. Relatively good photography of [REDACTED] revealed activity at the central and northern field launch positions, in contrast with inactivity at the southern field launch position. At this time probable vehicles and equipment or open storage at the northern position. The facilities at these 2 launch positions remained essentially unchanged from [REDACTED] except for possible extension of an apron at the northern field launch position.

Of interest is an area 12,860 feet west of the central field launch position, at which construction started between [REDACTED] Purpose of this area remains undetermined to date. No indication of current activity is discernible on indistinct photography in 4 areas of scarring (Areas A, B, C, and D) annotated on Figures 2 and 3. No power facilities could be identified at the launch point on available photography.

**AIRFIELD**  
The airfield, located 4,300 feet northwest of the support area, was present in [REDACTED] although imagery was too blurred for interpretation. Photography of [REDACTED] revealed the presence of a single, graded-earth runway, measuring 4,200 by 140 feet and oriented east-west.

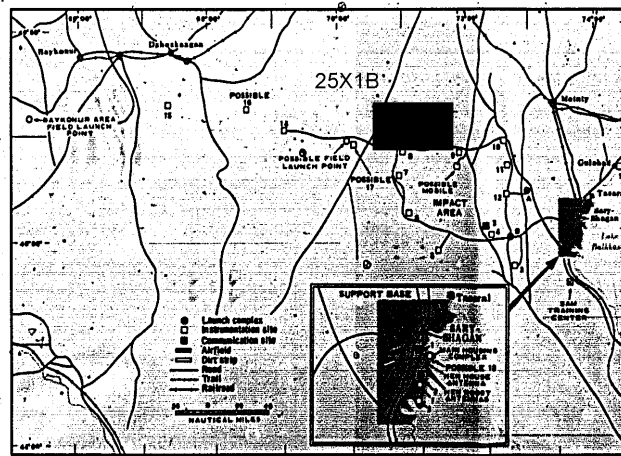


FIGURE 1. LOCATION OF BAYKONUR AREA FIELD LAUNCH POINT AND POSSIBLE FIELD LAUNCH POINT AT 46-59-40N 70-09-40E.

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The runway had apparently been cleared of snow and was discernible through a light cover of snow. Numerous trails and roads served the airfield at this time. Just west of the runway a number of trails converged at a small area of scarring where an unidentified structure was located. Late in [redacted] 4 very small objects or structures and new trails were discernible in this area.

25X1D Sometime between [redacted] the runway received additional preparation, and a parking apron (1,020 by 165 feet) and 3 taxi links were constructed. The north-south taxiway was extended between [redacted] to a length of 2,200 feet. No significant change has occurred since [redacted] in airfield facilities. A medium, straight-wing aircraft was observed on the apron [redacted]

A possible helicopter was discernible through deep snow in [redacted] along the road leading from the airfield to the support area. No other aircraft were observed at the airfield on referenced photography.

#### SUPPORT AREA

The support area for the Baykonur Area Field Launch Point could be seen on [redacted] photography, but blurred imagery precluded identification of facilities. The area appeared on snow-covered photography of [redacted] as a large, secured area (approximately 2,470 by 2,350 feet) from which numerous trails radiated to all other facilities comprising the area. It consisted of approximately 22 buildings of various sizes and shapes, largely barracks, storage, and administration-type buildings. The largest include 1 administration-type, T-shaped building (153 by 30 feet by 90 by 25 feet), 3 barracks-type buildings (each 75 by 30 feet), 1 barracks-type building (90 by 35 feet), 4 probable warehouses (50 by 20 feet), and 2 support buildings (one 100 by 25 feet and one 65 by 35 feet). Generally indistinct photography of [redacted] revealed no discernible significant change in facilities. By [redacted] approximately 15 additional small structures or rows of open storage were observed in the area, and a number of probable vehicles occupied the motor pool near the northwest bound-

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ary of the area. By [redacted] the next coverage with imagery distinct enough for comparative purposes, the rows of open storage just east of the motor pool and along the southern and western boundaries had disappeared, as had the probable vehicles in the motor pool. Several small structures had been removed. The support area appeared essentially unchanged from [redacted]

#### SOUTHERN FIELD LAUNCH POSITION

Blurred imagery of [redacted] precluded any statement concerning this position, which lies 4.1 nm northeast of the support area. In [redacted] with snow conditions prevailing, this field launch position seemed to be the only 1 of the 3 field launch positions completed, although its capabilities could not be evaluated because of deep snow. The generally rectangular area was bordered by a probable firebreak, measuring approximately 1,600 by 1,100 feet, with 3 major revetments arranged in a triangular pattern around a probable launch pad, 3 smaller revetments in the northeast corner, and 1 additional probable revetment just northwest of the triangular pattern. Subsequent photography has been obtained generally during those seasons when vegetation was dense and obscured facilities at the position except for the 3 major revetments, which were barely discernible. However, the position appeared generally deteriorated and inactive in comparison with the 2 field launch positions to the north. On relatively distinct coverage of [redacted] the position appeared overgrown by vegetation, with no evidence of activity or any significant change in facilities since [redacted] the same revetments were discernible as were apparent in [redacted] The probable launch pad observed in [redacted] could not be seen on the [redacted] photography because of deep snow.

#### CENTRAL AND NORTHERN FIELD LAUNCH POSITIONS

Blurred imagery on coverage of [redacted] precluded interpretation of the central and northern field launch positions. On relatively fair-quality photography of these 2 positions - that of [redacted] with snow cover - a

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fairly large, single structure, probably a revetment, could be identified at each position. Vegetation scattered about both positions and snow limited identification of other possible structures. In contrast the southern field launch position appeared to be relatively free of vegetation at that time. Photography of [redacted] revealed that, although the southern field launch position appeared somewhat overgrown by vegetation, with only light scarring visible, the central and northern positions showed evidence of heavy scarring, with no facilities discernible, on poor-quality photography. By [redacted] both the northern and central positions had been cleared and both positions appeared active, whereas the southern position appeared inactive, with only the 3 principal revetments discernible. The central and northern positions were enclosed by a rectangular probable firebreak, approximately 1,700 by 600 feet, and appeared to be mirror images of each other in most respects. The central launch position consisted of 1 relatively large revetment and 3 smaller revetments, with a probable launch pad just south-southeast and a possible trench across the northern boundary. Four probable vehicles in a row were observed at the position at this time [redacted] and 3 probable pieces of equipment, 1 of which appeared to be on the probable launch pad. The northern launch position consisted of 1 relatively large revetment and 3 smaller revetments with a probable launch pad just south-southeast, and a possible trench across the northern boundary. One probable piece of equipment was observed on the probable launch pad and 4 probable pieces of equipment or open storage noted adjacent to an apron just south-southeast of the principal revetment. No facilities could be discerned in the trail-herded area of minor scarring just north of the launch positions.

One month later [redacted] although haze precluded detailed interpretation at the central launch position, certain of the probable pieces of equipment appeared to have shifted locations; some remained at the position. At the northern launch position the 1 probable piece of equipment on the probable launch pad was no longer discernible; the probable open storage adjacent to the apron had decreased

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in amount. On coverage available from [REDACTED] until [REDACTED] the facilities at the central launch position appeared essentially unchanged. No equipment or vehicles could be identified at the position on the small-scale photography available subsequent to coverage of [REDACTED].

The revetments and probable launch pad at the northern launch position remained virtually unchanged from [REDACTED]. Activity is noted at an apron just south-southeast of the principal revetment. A change in the amount and positioning of probable open storage adjacent to the apron could be seen from [REDACTED].

[REDACTED] this apron appeared to be under extension. On coverage of [REDACTED] the 2 launch positions were revealed through heavy snow cover to be similar in major respects - each having the 1 large and 3 smaller revetments, a possible trench, and several very small unidentified objects at each position.



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AREA A 25X1D 25X1D

Area A was present as early as [REDACTED] appearing as a rectangular area of scarring, approximately 730 by 250 feet and situated 6,950 feet southwest of the southern field launch position. It was probably enclosed by a rectangular firebreak. In [REDACTED] a smaller rectangular area was delineated within the probable firebreak and a small cleared area was apparent along the west-central side. Two small possible structures could be seen in the cleared area on photography of [REDACTED]. The trails observed in [REDACTED] are the only ones serving the area, the major trail bisecting the area. There is no indication on later photography of any activity at the site.

AREA B 25X1D 25X1D

Area B is a rectangular area of scarring bisected by a road and situated 4,900 feet west of the southern field launch position. It appeared to be present in [REDACTED] however, blurred imagery precluded detailed interpretation. The

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area is not identifiable in the snow on coverage of [REDACTED]. Photography of [REDACTED] revealed a small, generally circular, concentric pattern of scarring on both sides of the road with a probable rectangular firebreak now apparent, encompassing the area. A new trail was observed to pass through the area in [REDACTED]. The only change or activity identifiable at this site on relatively poor photography from late [REDACTED] occurred between [REDACTED] when 2 rectangular strips (545 by 185 feet and 325 by 100 feet) were cleared along the western boundary of the site. No facilities have been identified on the area, nor has there been evidence of recent activity.

#### AREA C

Area C consists of 3 small, unidentified areas of scarring located 2,650 feet west-northwest of the northern field launch position. They could first be identified on photography of [REDACTED] when several trails were observed serving the area. Several new trails appeared from [REDACTED] to [REDACTED]. No facilities have been discernible here, nor have the 3 scarred areas shown any apparent change from [REDACTED].

#### AREA D

Blurred imagery on coverage of [REDACTED] precluded possible identification of this area, which lies 11,050 feet north-northwest of the northern field launch position and is trail and road served. It appeared on photography dated [REDACTED] with snow conditions prevailing, as a generally rectangular area measuring 1,055 by 875 by 855 by 845 feet and enclosed by a probable firebreak. One relatively large structure was observed in the center of the area and several very small possible structures were also noted. Subsequent photography is dark and of poor image quality, thus precluding definitive statements of possible activity or facility change, except for coverage of [REDACTED] when 2 small possible structures were discernible, as well as the previously observed larger structure.

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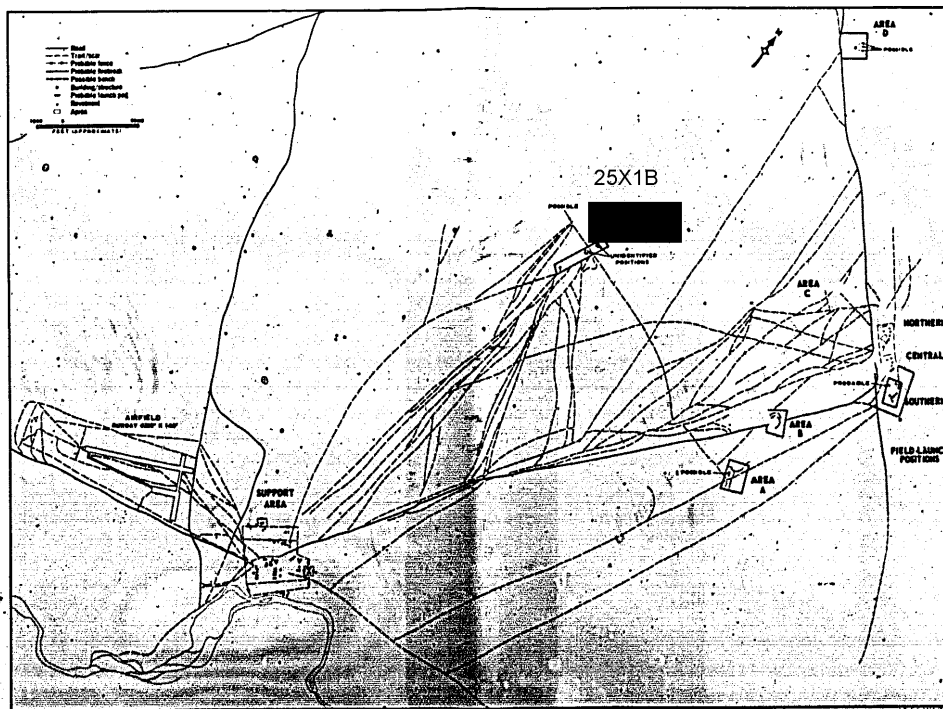
FIGURE 2. BAYKONUR AREA FIELD LAUNCH POINT AND SUPPORT FACILITIES.

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### POSSIBLE FIELD LAUNCH POINT AND POSSIBLE INSTRUMENTATION SITE 17, SSATC

The Possible Field Launch Point at 46-59-40N 70-09-40E, consisting of 2 road-served possible field launch positions and a small support area, is collocated with a site now designated as Possible Instrumentation Site 17 (46-59-15N 70-10-10E). The point is situated 30 nm west of Instrumentation Site 8 and 42 nm east-southeast of Instrumentation Site 14. The Impact Area at Sary-Shagan Antimissile Test Center lies 88 nm to the east-southeast; the Baykonur Area Field Launch Point lies 202 nm to the west.

Neither the Possible Field Launch Point nor Possible Instrumentation Site 17 (Figures 4, 5, and 6) appeared to exist in [redacted]. At that time roads had not been constructed to the future site, but segments of a road could be seen proceeding west from Instrumentation Site 8 and a short road segment was observed 2.5 nm east of the Possible Field Launch Point. By [redacted] completed roads served the area from Instrumentation Sites 8 and 14 (the latter site in initial stage of construction at this time); and numerous roads and trails had been constructed to the 3 components of the Possible Field Launch Point and several were observed close to the future site of Possible Instrumentation Site 17. A number of additional new trails appeared on missions during [redacted] new trails occurred less frequently during

[redacted] coverage. By [redacted] scarring could be seen at the 3 areas of the Possible Field Launch Point and at Possible Instrumentation Site 17. On almost every clear mission thereafter until [redacted] activity of some kind could be discerned at the 2 areas, whether new trails, vehicle movement, or new structures. This was particularly true at Possible Instrumentation Site 17, where construction of the E-shaped operations/control building had begun by [redacted]. A similar type of building constructed in the same general time period is present at the Unidentified Facility (47-12-40N 68-23-40E) between Instrumentation Sites 14 and 15, SSATC, and in the SSATC Base Support Area. These sites have been designated as Possible Instrumentation Sites 16 and 18, respectively. Similar buildings are present at existing Instrumentation Sites 14 and 15, SSATC.

Photography of this site is generally of very small scale, of fair to poor quality, with details frequently limited by adverse weather conditions.

#### POSSIBLE FIELD LAUNCH POSITION 1

Possible Field Launch Position 1 is situated 1,940 feet southeast of Possible Field Launch Position 2 and 3,080 feet north-northwest of Possible Instrumentation Site 17. There was no evidence of this position on clear photography of [redacted] with snow cover. The area was cloud covered in [redacted]. Photography of [redacted] showed the position to

be a focal point for numerous roads and trails serving all parts of the facility. A small area of scarring could be seen but no structures or equipment could be identified at this time. Additional scarring and new trails to and through the position were noted by [redacted]. Late in [redacted] the position was observed to be active, with 2 probable vehicles at 1 location, 1 probable vehicle on a trail-served small hardstand with a single probable vehicle nearby, 1 unoccupied hardstand, and 3 possible revetments. Several new trails served the area. One of the probable vehicles had disappeared by [redacted] the next clear coverage, the position continued to show activity, with only 1 probable vehicle observed in 1 location and 3 additional very small probable vehicles/pieces of equipment noted in another location. A number of new trails served the position at the time. In [redacted] 2 probable vehicles/pieces of equipment were observed in the position. On photography of [redacted] the position was again observed to be occupied.

#### POSSIBLE FIELD LAUNCH POSITION 2

Possible Field Launch Position 2 is situated 1,940 feet southeast of Possible Field Launch Position 1 and 1,430 feet north of the operations/control building of Possible Instrumentation Site 17. There was no evidence of this position on clear photography of [redacted] on photography of [redacted] with snow cover. The area was cloud covered in [redacted]. It was first observed in

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as a small road-served area of activity having no identifiable structures. Missions during [redacted] although interpretation was limited by cloud shadow and haze, revealed several additional trails to the position and 1 small possible structure. Additional tracks and scarring had appeared by [redacted] and 2 probable vehicles were observed close to the previously observed structure.

Photography of [redacted] revealed the presence of 1 small structure, 1 probable vehicle, and several possible revetments. The probable vehicle was no longer present in [redacted]. A number of new trails served the position and what appeared to be the same piece of equipment was observed in [redacted]. Two additional probable vehicles/pieces of equipment were

discernible through the snow in [redacted]. The position appeared active in [redacted] when approximately 4 probable vehicles/pieces of equipment and 4 possible revetments were discernible. Photography of [redacted] revealed only 3 probable vehicles/pieces of equipment. Deep snow precluded determination of the presence of equipment on coverage of [redacted].

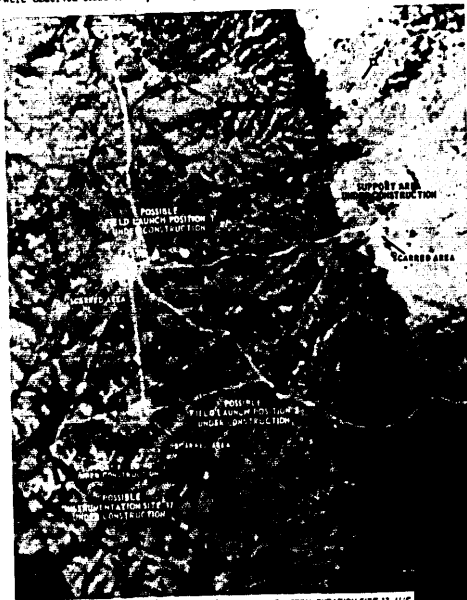


FIGURE 4. POSSIBLE FIELD LAUNCH POINT AND POSSIBLE INSTRUMENTATION SITE 17, U/C.

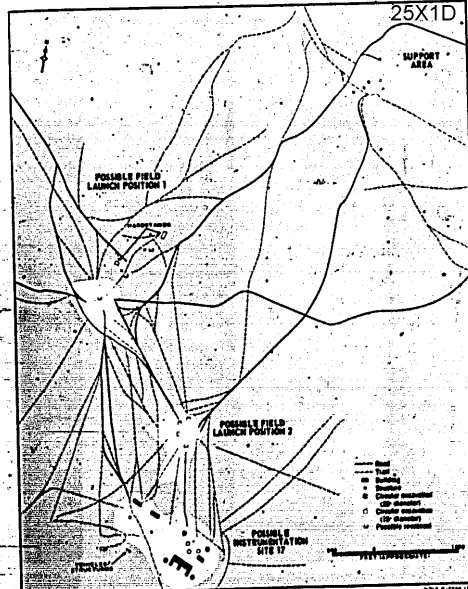


FIGURE 5. POSSIBLE FIELD LAUNCH POINT AND POSSIBLE INSTRUMENTATION SITE 17.

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**SUPPORT AREA**

The Support Area is situated 3,800 feet northeast of Possible Field Launch Position 1. On very small-scale, poor-quality, non-stereo photography of [REDACTED] no activity appeared to be present at the area. No roads had been constructed within or into the area at this time. No evidence of activity could be found in [REDACTED]

with snow conditions prevailing. The area was cloud covered on [REDACTED] numerous roads and trails were observed leading to this area and several small areas of scarring could be seen. No structures were identifiable on small-scale photography of [REDACTED]

possible structures or vehicles were present in a small scarred area and several new trails entered the area. One structure and 1 probable vehicle were discernible in [REDACTED] and several new trails were observed. One additional small structure had appeared by [REDACTED] Photography of [REDACTED] revealed at the area the 2 previously existing small structures (25 by 15 feet and 30 by 15 feet) and a number of probable vehicles. By [REDACTED] a third structure (60 by 20 feet) appeared and 3 probable vehicles were observed. Two additional probable vehicles were discernible by [REDACTED] On coverage of [REDACTED] snow limits interpretation. However, the 3 structures are still present and 2 probable vehicles appear to be present.

**POSSIBLE INSTRUMENTATION SITE 17**

Possible Instrumentation Site 17 is 1,430 feet south of Possible Field Launch Position 2. There was no evidence of this site on clear photography of [REDACTED] or on photography of [REDACTED] with snow cover. The area was cloud covered in [REDACTED] Activity was observed at the site on photography of [REDACTED] when a small area of scarring was noted and work appeared to be starting on 1 of the 2 similar support buildings (each 105 by 25 feet). Two roads had been constructed to the site. Since Mission [REDACTED] activity of some type has been noted frequently on the available missions covering the site until [REDACTED] additional trails were constructed to the site where the 2 support buildings were observed under construction. Photography of [REDACTED] indicated work had begun on the E-shaped operations/control building. Construction continued on these 3 buildings during [REDACTED] with new trails and scarring noted. By [REDACTED] a very small structure had been positioned 160 feet generally south of each of the two 105-by-25-foot buildings. Five circular excavations were first observed near the E-shaped building at this time. Construction continued on the E-shaped building on photography of [REDACTED] and [REDACTED] with the 3 wings to the building visible for the first time in [REDACTED] as well as a small support building just northeast. Relatively good photography of [REDACTED] revealed an apron just east of each of the 105-by-25-foot buildings, a small facility 160 feet south of each building, and 2 very small structures or vehicles

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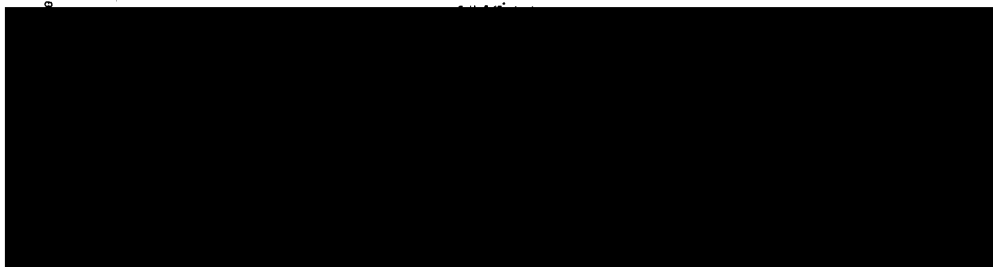
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deployed in a clearing approximately 280 feet beyond, to the south. These facilities remained essentially unchanged until [REDACTED]. The best current coverage on the E-shaped building is that of Mission [REDACTED] (Figure 6), which revealed no significant external change on clear photography since [REDACTED]. The building is approximately 250 feet long and 55 feet wide and has 3 wings, each measuring 45 by 25 feet. The long axis azimuth of the building is approximately [REDACTED] that of the 3

wings is approximately [REDACTED] coverage with snow cover the 3 wings could be seen and 2 unidentified objects were noted on the roof of the building. A possible object or piece of equipment appeared to be positioned on the end of each of the 3 wings of the building on [REDACTED] coverage.

Four circular excavations, approximately 20 feet in diameter, are deployed in a generally square pattern (approximately 350 feet to a side) around the E-shaped

building. Three circular excavations, approximately 13 feet in diameter, are observed deployed in a triangular pattern just north of the E-shaped building within the confines of the square pattern. The support building just northeast of the E-shaped building measures 75 by 35 feet. Vehicles and open storage were noted at the site on a number of missions.

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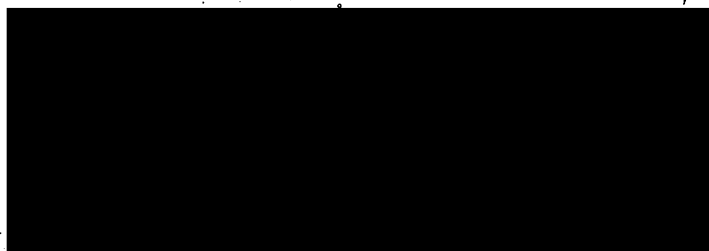
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REFERENCES (Continued)

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MAPS OR CHARTS

Bayliner Area Field Launch Point

AMS. Series DESPA-1, Sheet NL 41-3, Oct 63, scale 1:350,000 (TOP SECRET RUFF)

ACIC. USAF Operational Navigation Chart, Sheet ONC-F-3, 1st classified edition, Jul 61, scale 1:1,000,000 (CONFIDENTIAL)

Possible Field Launch Point and Possible Instrumentation Site 17

AMS. Series DESPA-1, Sheets NL 43-3 and 43-4, Nov 63, scale 1:350,000 (TOP SECRET RUFF)

ACIC. USAF Operational Navigation Chart, Sheet ONC-F-4, 1st classified edition, Aug 61, scale 1:1,000,000 (CONFIDENTIAL)

REQUIREMENT

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